

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 225



Number 225 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 13-08-2010**

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Another photo of the new pilot tender **DRACO** during her first arrival in Hoek van Holland – **Photo : Dirk Kleijn (c)**

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EVENTS, INCIDENTS & OPERATIONS



TAKLIFT 1 ARRIVES IN THE BAHAMAS



The sheerlegs **TAKLIFT 1** arrived under tow of the tug **ELSEBETH II** in the Bahamas, the sheerleg will be taken over by the tug **UNION SAPPHIRE** (?) for further transportation towards Rotterdam, where the sheerlegs will be prepared for her next assignment at the wreck removal of the **HYUNDAI 105** in the Singapore Straits

Photo's : Martin van der Linde (c)

Second hand vessel sales retreat to year-lows during July

With sea freight markets retreating both in the dry and the wet segments of the market during most of July, ship owners were reluctant to invest in acquiring more vessels, after the high level of sale and purchase activity, observed during May and June. According to the latest monthly analysis, prepared by shipbroker Golden Destiny, in cooperation with Hellenic Shipping News Worldwide, July could be described as the month with the lowest record activity during the year, in terms of reported number of transactions, with tankers holding the largest share of the S&P secondhand market, almost 32%. A total of 72 vessels were traded last month for a total of around \$2 billion, which translates to a negative change of -30% versus the previous month.

Golden Destiny said that "the low seasonal summer period has slowed down the purchase plans of Greek and foreign buyers especially in the bulk carrier sector, which used to be the key factor in the strength of the S&P secondhand market. The dramatic and rapid collapse in the BDI has calmed down the S&P activity of Greek and foreign buyers who seem to adopt the "wait and see" approach before investing again in the sector as asset values are still on the high side and expectations for a strong Chinese demand remain weak for the rest of the summer. The month ended with a negative monthly change of around 70% in the volume of reported bulk carrier S&P transactions as only 18 vessels reported to have changed hands equaling to a total amount of money invested around \$430,750,000 with Greeks to have invested around \$39,600,000" the report said. The plunge of the BDI and the dry bulk market as a whole, led to the rising of the wet sector, which for the first time this year, managed to surpass the bulk carrier market, in terms of the number of vessels reportedly traded in the second hand market. "The summer time has also influenced the freight

market of tankers with crude carriers experiencing the biggest falls in key trade routes. However, the buying momentum of Greek and foreign buyers has recorded around 35% m-o-m increase, 23 vessels reported to have changed hands equaling to a total amount of money invested around \$949,100,000, as tanker asset values seem to be still attractive investment opportunities. In the container sector, the S&P activity continues with positive buying momentum as the charter market remains at strong levels and idle fleet falling below 2% of the existing fleet while at the beginning of the year was standing at 10.4%. Asset values are at such attractive levels, estimated to be barely more than half below its peak levels seen in 2008, with some Greek owners entering into the sector for the first time either with the purchase of secondhand vessels or order of new units” said Golden Destiny.

In terms of the Greek presence in second hand sales during July, it was more active in the container and tanker segments of the market, versus a monthly decline of 89% in the dry bulk second hand market. According to Golden Destiny, the “total number of vessels reported sold to Greeks estimated to be 15 equaling to a total amount of money invested region US\$ 552,600,000, indicating a negative monthly change of around 55%. The preference of Greek owners is towards the container sector as around 53% of Greek purchases were reported in the container sector, 8 containers reported sold equaling to a total amount of money invested around \$274,000,000. Greeks are still holding the largest share of the secondhand market in terms of reported number of transactions versus Chinese buyers but their buying momentum has weakened due to the postponement of purchase plans in the bulk carrier sector. Greeks estimated to hold around 21% of the secondhand market in terms of reported number of transactions while Chinese around 8.3%. The buying activity of Chinese buyers has strengthened since the previous month with purchase interest in the bulk carrier and container sector. In July 2009, Greeks were holding just almost 14% of the secondhand market with 63% of their purchases reported in the bulk carrier sector, 19 vessels reported to have sold equaling to a total amount of money invested around US\$ 831,950,000” concluded Golden Destiny.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

OOCL Green Week highlights the importance of Acting Green



The **OOCL LONG BEACH** seen moored in Rotterdam-Europoort – **Photo : Piet Sinke (c)**

OOCL Green Week, held annually in July in 55 countries around the world, highlights the importance of environmental protection in the communities where OOCL staff live and work. The 2010 theme was “Acting Green”. OOCL colleagues in 280 global offices participated in environmental and sustainability-related activities in the local areas surrounding their offices. This includes activities such as donations to conservation organizations such as WWF, tree-planting,

resources reduction, awareness-raising and conservation projects. On a more personal level, many colleagues adopted a vegetarian diet for the week and cycled to work.

"OOCL Green Week has delivered meaningful activities to help improve environmental awareness in local communities year after year. It is a proven method for OOCL to communicate our environmental policy throughout the supply chain to our colleagues, customers, vendors and partners. The activities also showcase the dedication of our colleagues to promoting environmental care in their daily lives," said Philip Chow, CEO of OOCL.

Just some of the innovative activities included:

- A Green Fashion Show in Hong Kong, where colleagues designed and tailored "eco haute couture" clothing from recycled materials.
- In the US and Canada colleagues organized a Green Week Bingo to raise funds for Project Hope.
- OOCL Pakistan donated cash to WWF, and arranged a parliamentary debate on environmental issues at CAMS University.
- OOCL Philippines organized a fun run and distributed seedlings to customers.
- In India, OOCL organized a live project to promote the conservation of snakes and explained why snakes are important to the ecosystem.

During Green Week, OOCL noted an increased awareness among our customers in Asia of the importance of environmental care. Customers using our eDocumentation (eDoc) services in Korea, Pakistan and China have increased by double digit percentages.

Also in July, OOCL's parent company OOIL was included as a founding constituent in the new Hang Seng Corporate Sustainability Index, which is the first of its kind in Hong Kong. It covers listed companies in both Hong Kong and China and provides vital benchmarks against which the investment community can assess socially responsible investments. **Source: OOCL**



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Arabian Gulf tanker income drops for a ninth day

Rental income from shipping Middle East crude oil to Asia dropped for a ninth day, prompting speculation that more owners may reject cargoes until rates reverse their collapse. Returns for very large crude carriers, or VLCCs, on the industry's benchmark Saudi Arabia to Japan route declined 0.8 percent to \$6,185 a day, according to prices from the London based Baltic Exchange. Charter rates fell 0.1 percent to 47.14 industry standard Worldscale points. Rental income has slid to almost half of the \$11,601 that London based Drewry Shipping Consultants estimates VLCCs must earn to pay crew, insurance, repairs and other running costs. Frontline, the world's biggest operator of the ships, said Aug 4 it would reject cargoes until rates improve. AP Moeller-Maersk AS said Aug 6 it would consider doing so.

In an email sent on Monday, Per Mansson, managing director of shipbroker Nor Ocean Stockholm, said: "Some of the rich Greek owners will just say no to cargoes as well. That will have an impact if volume is strong." Rental income from

the voyage between Saudi Arabia and Japan is at the lowest level since Sept 18, 2009, according to exchange data. The route is the world's busiest for VLCCs.



The **AGRARI** seen moored in Rotterdam-Europoort – Photo : Piet Sinke (c)

Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in US dollars a ton, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates. Each flat rate assessment gives owners and oil companies a starting point for negotiating hire rates without having to calculate the value of each deal from scratch. The Baltic Dirty Tanker Index, a wider measure of crude oil transportation costs, advanced 0.6 percent to 784 points, according to the exchange. **Source: Bloomberg**

Antoinette redt 4 opvarenden van catamaran op de 2e Maasvlakte.



Dinsdag 10 augustus om 23.10 uur werd de bemanning van de reddingboot **Antoinette** door het Kustwacht Centrum gealarmeerd voor een jacht aan de grond bij de 2e Maasvlakte op de Noordzee. Er werd verzocht om ook de Popey (De kleine rubber reddingboot) mee te nemen.

Er werd eerst contact opgenomen met het Kustwacht Centrum, en daaruit bleek dat De **Jeanine Parqui** van Hoek van Holland al eerder was gealarmeerd. Ook de politie en een boot van het havenbedrijf waren onderweg. Er werd uitgevaren en na 20 minuten was de reddingboot ter plaatse. Onderweg was de Popey klaar gemaakt en een pomp omdat de boot lek zou zijn. Ter plaatse gekomen werd besloten de mensen van boord te halen met de Popey, omdat de **Antoinette** er niet bij kon komen. Er gingen 2 bemanningsleden met de Popey naar de **Day Dream** met 4 opvarenden, dat precies in de brekers lag. De 2 overgenomen opvarenden werden naar de

Antoinette gebracht. Intussen was ook de reddingboot **Jeanine Parqui** uit Hoek van Holland ter plaatse gekomen. De

laatste 2 opvarenden werden ook van de catamaran gehaald en aan boord van de Antoinette gebracht. Na overleg met de eigenaar, het Kustwacht Centrum en de eigen bemanning, werd besloten het jacht te laten liggen. De stuurboord drijver was lek, stond vol met water en was behoorlijk in het zand gezakt. Het was voor de reddingboot niet mogelijk om zonder verdere schade en met gevaar van zinken de catamaran, ook mee naar Stellendam te nemen. De andere aanwezige boten werden bedankt en de 4 mensen werden naar station Stellendam gebracht waar ook de politie heen zou komen. **Foto : KNRM Stellendam.**



Above seen the successful load out of the **Belwind Offshore High Voltage Station** from the **Fabricom** construction yard in Antwerp Hoboken. The Substation is the heart of the windfarm comprising 55 turbines of 3MW each. The OHVS should be placed on its foundation on the Bligh Bank, 46 km offshore Zeebrugge in the weekend of 7 / 8 Augustus weather permitting. The OHVS will be placed with the **Taklift 4** of Smit, Van Oord is main contractor for the Belwind windfarm responsible for the design & installation of foundations, all electrical works including the substation and provision of the installation spread for installation of turbines.

India tells salvagers to speed removal of containers

India told salvagers to quicken work clearing hundreds of containers ditched into the sea off Mumbai's coast as the nation's busiest cargo-box harbour remained closed for a third day. 'This work has to be speeded up,' Rakesh Srivastava, the joint secretary for ports at the Ministry of Shipping, said in an interview on Tuesday after a meeting to discuss recovery operations. Salvagers are retrieving four to six boxes a day of the 300 that are floating in the sea or submerged, he said.

The boxes must be removed by Aug 14 to pave the way for the re-opening of Jawaharlal Nehru Port and the smaller Mumbai Port, which together handle about 40 per cent of India's exports, Mr Srivastava said. The shutdown has disrupted deliveries of oil to a local refinery, hindered shipments of grains and forced container terminal operators to suspend export bookings. 'You cannot afford to have ports closed for a week,' R Venkatesh, vice-president of the Western India Shippers Association, which represents about 130 exporters and freight forwarders, said in a Bloomberg TV interview. 'The reaction should have been much speedier.'

Mediterranean Shipping Co's **MSC Chitra** shed the containers after colliding with another vessel on Aug 7, according to the shipping ministry. The ship, built in 1980, is now listing after being deliberately beached. The **Chitra** had 1,219 containers on board, of which 31 held hazardous chemicals and pesticides, according to Satish Agnihotri, India's director general for shipping. The containers are well-packed and aren't expected to cause environmental problems, Mr Srivastava said. India's coast guard has stopped oil spilling from the listing ship, Environment Minister Jairam Ramesh told Parliament on Tuesday.

As many as 32 ships have been stranded in the ports or were waiting to dock because of the shutdown, according to the government. AP Moeller-Maersk A/S's Indian unit, which runs a terminal at Jawaharlal Nehru Port with Container Corp of India Ltd, said it had suspending all export bookings. DP World Ltd and Jawaharlal Nehru Port Trust also operate container terminals at the harbour. Bharat Petroleum Corp, a state refiner, said yesterday that three ships carrying 1.5 million barrels of crude supplies for its 138,000 barrel-per-day refinery in Mumbai haven't been able to unload due to the closure of the port. The refinery will instead use crude from a pipeline and from inventories. **Source : Bloomberg**

See also : http://www.youtube.com/watch?v=9-EohGp_xsQ

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Mumbai ship collision: Captain blames Captain

The Captain of the **MSC Chitra**, the ship carrying oil and pesticide that collided with another close to the Mumbai harbour on Saturday, has been granted interim bail by the Sessions court. (Mumbai oil spill in pics)

Captain Mandelano Ranjit Martin had said in his bail plea that the collision happened because of a navigational error which was caused by the failure of radio communication. He said there was no error on his part and pointed out that

he had been a part of the industry for 18 years, Martin also said in his bail application that there was no point of sending him to police custody as there was nothing to recover from him.

He added that the **MV Khalijia**, with which his ship had collided, was not fit to sail at sea and that it was the Captain of this ship who was responsible for the accident. The **Chitra** had collided with the **Khalijia** on Saturday and tilted dangerously. A leak in the ship caused its cargo of oil to start pouring into the sea, causing a huge oil spill. To make matters worse, some containers detached from the ship and started floating. There were fears that these contained hazardous material, but those 31 containers were later found secure in the ship's hold.



The oil leak was finally plugged on Tuesday, but 800 tonnes of oil was spilt, double of what was thought earlier. Both the Mumbai Port and Jawaharlal Nehru Port Trust (JNPT) have been closed. The Mumbai Port may not open till Friday. It will take days to clean up the slick and could take up to six to eight months to refloat the ship and tow it away. **(Mumbai oil spill: Clean up to take 45 days)**

A Singapore-based company will conduct salvage operations from Friday. A crane mounted on a ship has been placed next to the **Chitra** and preliminary clearing operations have begun. First, the ship's containers will be removed and oil will be pumped out and only then will the ship be towed to the shore. Images shot by NDTV show that the oil slick is affecting marine life and the environment. NDTV travelled to Uran in Raigad district to find out the impact of the spill, and the situation is scary. A snake which came in from the sea was covered in oil, and the mangroves here are bearing the brunt of the accident. **Source : ndtv.com**

Iraqi forces pursued robbers of cargo ships in Gulf

At about 4am on Aug. 8, in the dark waters of the Gulf near Iraq's primary oil-export terminal, a small pirate vessel accosted an American cargo ship. Two men wielding AK-47s boarded the **Sagamore**, held the crew at gunpoint, and robbed them of money, cell phones, and computers. It was one of four nighttime pirate raids perpetrated that morning, between 2 a.m. and 4 a.m., in waters guarded by the U.S. Navy. According to the U.S. Navy's Fifth Fleet, based in Bahrain, the other ships targeted were the **Arminia**, sailing out of Antigua and Barbuda; the **Crystal Wave**, of North Korea; and the **Sana Star**, of Syria.

"They were all located within general vicinity of the al-Basra oil terminal," which is about 19 miles from the port of Umm Qasr, said Fifth Fleet spokesman Lt. John Fage. This confirms earlier reports that the ships were anchored in the waters of Khor Abdullah, an entryway to the port. After receiving a distress call from the **Sagamore** at 4:35 a.m., the U.S. Navy's Fifth Fleet deployed a guided missile destroyer and a U.S. Coast Guard cutter to ensure the ships' security.

"Even if you have ships in the area, they can't be next to every single ship in the area," said Fage. "It's a large body of water, and they can't be everywhere all at once." The U.S. Navy then notified the Iraqi Coast Guard, which sent four boats in search of the pirates, according to Col. Mehdi Ahmed, the deputy commander of those forces. Those boats apparently pursued the pirates to a shoreline area dense with reeds. At that point, official accounts differ. According to Ahmed, the Coast Guard stopped the suspect boat, but the pirates themselves escaped into the marsh. According to the media director of Iraqi ports, Anmar al-Safi, "the Coast Guard managed to apprehend those looters and confiscated stolen stuff." Iraqi officials all downplayed the incident as an isolated act of petty criminals. "Describing those thieves as 'pirates' is not a common thing for us," said Capt. Ma'an al-Basri of the Iraqi Coast Guard. "They're only a bunch of looters in the waters of the Gulf and Shat al-Arab." Al-Safi, media director of the Iraqi ports, agreed: "What happened was just an ordinary robbery. We're not in Somalia!"

According to the Fifth Fleet, their patrols are continuing and commercial traffic has been unaffected, despite this incident and a recent, suspected terrorist attack on a Japanese vessel in the Straits of Hormuz, which also falls within the Fifth Fleet's area of responsibility. "We're maintaining a high state of vigilance, as we always have," said Lt. Fage. He added that the robbery doesn't officially qualify as piracy because it didn't take place in international waters.



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Vanuit ons kantoor in Hoofddorp voeren wij het management van de onder Nederlandse vlag varende **LONDON**, **ROTTERDAM** en **SINGAPORE**, die wereldwijd worden ingezet als zeesleper.

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FIRST SHIP ARRIVES FOR SAIL 2010



Upon arrival off Ijmuiden **Iskes tugs** send the tug **SIRIUS** which took the **TRES HOMBRES** "on the hip"



Thursday afternoon (yesterday) the 126 ton 32 mtr long Brigantine **TRES HOMBRES** arrived under sail off Ijmuiden, this cargo vessel is only powered by the (free) wind and is not having an engine for propulsion, she was bound for the Visserij haven in Ijmuiden for the celebrations in the port of Ijmuiden this weekend and in continuation she will sail to Amsterdam to participate at the SAIL 2010.



And was safely and professionally moored by **Capt Martijn** alongside in the Visserijhaven
Martijn and crew onboard the SIRIUS
Many thanks for the hospitality onboard !!!!



LAST NEW PILOT TENDERS ARRIVED IN HOEK VAN HOLLAND



Yesterday the last 2 new built speed tenders for the Dutch pilot service named, **ORION** and **AQUILA** arrived in Hoek van Holland

Photo : Henk van der Heijden ©



MEDITERRANEAN SHIPPING COMPANY STATEMENT

MSC CHITRA struck by KHALIJIA 3

A collision took place in the approaches to Mumbai at about 0935 hours local time on 7th August 2010, between our container vessel **MSC CHITRA**, and the bulk carrier **KHALIJIA 3**.

We understand that the **KHALIJIA 3** had recently been salvaged from 3 week long grounding and was proceeding into port to discharge her cargo, still under the control of professional salvors. We are pleased to say there were no injuries to crew.

Unfortunately, the **MSC CHITRA** has suffered extensive damage and she grounded close to the point of the collision. Professional salvors were immediately engaged to stabilize the **MSC CHITRA** and cargo and deal with the consequences. The salvors attended the **MSC CHITRA** immediately with support vessels and personnel. A number of containers have broken loose from the deck of the **MSC CHITRA** caused by the large angle of list the vessel has taken, and every effort is being made to recover them by employing as many local vessels as can be obtained to collect them. All resources that we can obtain are being mobilised, especially for the floating containers because of the adverse effect they are having on other operations at Mumbai Port.



File photo of the **MSC CHITRA** – Photo : Andrew Mackinnon (c)

Some of the **MSC CHITRA's** fuel tanks were ruptured by the collision, and stopping the pollution was a priority. The latest news is that the vessel appears to be stable and the pollution has reduced to a very low level and perhaps stopped altogether. There are currently spring tides in Mumbai and the situation will be watched carefully as tidal heights fall. MSC, the salvors, and our vessels managers have met with the authorities and have formulated plans of action with regard to each aspect of the casualty, which are being put into effect immediately. Priority is being given to recovering containers and stabilising the condition of the vessel.

While the precise circumstances of the collision will be determined by an inquiry by the Mumbai authorities, we have performed a preliminary review of the vessels black box recorder. From the recording it is clear that the **MSC CHITRA** was properly proceeding outbound within the main navigation channel when the **KHALIJIA 3**, with salvors' escort tugs in attendance, left what we believe was the **KHALIJIA 3's** anchorage position, and crossed the fairway ahead of the **MSC CHITRA** heading generally southbound and turning to port. For reasons not known to us the **KHALIJIA 3** unexpectedly continued turning to port, and came back to cross the fairway again, now heading in a generally northbound direction, and struck the **MSC CHITRA** on the **MSC CHITRA's** port side while the **MSC CHITRA** was still properly navigating in the main channel. Therefore, it would appear that under the rules of navigation the **KHALIJIA 3** was significantly in error. We of course await the results of the full inquiry in due course.

MSC Mediterranean Shipping Company SA

Geneva

10th August 2010

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NAVY NEWS

Kursk" – 10 years after

Yesterday marked the 10th anniversary of the "**Kursk**" submarine disaster. Today, Russia and Norway are far better prepared to cooperate on difficult rescue operations in the Barents Sea. Unfortunately, that might be needed, argues the editor of BarentsObserver in this opinion. The entire world could for two weeks in August 2000 watch live on TV how the one rescue effort followed by the other failed. None of the 116 crew members and two weapons experts onboard survived.

Let's recall what happened before the worst submarine accident in post-Soviet naval history.

Acting President Vladimir Putin won the 2000 Presidential election on March 26. Shortly after, on April 6, Putin went to the Northern fleet's main base Severomorsk where he embarked the strategic nuclear-powered missile submarine "**Karelia**" and set off for the Barents Sea. He spent the night onboard, watched the launching of a Sineva intercontinental missile and praised the submarine fleet as the mainstay of Russia's nuclear deterrent. Also, he made it clear that Russian submarines again should sail the world's oceans, after mainly staying in their ports during the 90ties.

Following the April instructions of the President, the Northern fleet started to prepare for the largest naval exercise in years. "**Kursk**" – the Oscar-II class submarine carrying cruise-missiles and torpedoes, was supposed to have a special role; first to participate in the August Barents Sea exercise; thereafter to sail to the Mediterranean to show the world that the Russian navy no longer stays in port.

"**Kursk**" never made it to the Mediterranean. She sank northeast of Murmansk in the Barents Sea after torpedo explosions onboard. First 48 hours later, in the morning on August 14th, the first news about the ill fated submarine was released. First, the Russian Northern fleet didn't want any rescue assistance from abroad. When it became clear that their mini-rescue submarine was not able to operate properly, assistance from Norway and Great Britain was accepted. The following Russian, Norwegian, British rescue operation became ad-hoc, learning by doing while fighting against the clock.

Putin himself didn't return from his summer residence by the Black Sea before it became clear that there were no survivors. When he first appeared in Vidyayevo, the homeport of "**Kursk**" on the Kola Peninsula, he was bashed for his alleged mishandling of the disaster. Putin learned something about live TV-broadcast that day in Vidyayevo.

The "**Kursk**" rescue co-operation with Norway and Great Britain could little do to save the crew members life. However, it represented an historic change in military-to-military contacts cross the former Cold War barrier between East and West in the Barents Region. Another submarine disaster, just 11 years before "**Kursk**" sank, represented the grim example of how bad it could become with a non-cooperative approach. When the Soviet submarine "**Komsomolets**" sank in April 1989 south of the Bear Island, a Norwegian Orion surveillance plane circled over the life raft holding the crew partly afloat in the ice-cold Arctic water.

Three years after the "**Komsomolets**" accident, I met with a few of the survivors. For me, as a Norwegian, it was not easy to listen to their words on how it was to see the submarine go down, jump over to the just partly floating life raft, see one after the other of their fellow crew members giving up and disappearing in the cold dark water. Simultaneously they could see the Norwegian aircraft circle over their heads. I couldn't answer their obvious question about the existence of any life raft onboard the Norwegian Orion plane that could have been dropped down in an attempt to assistance. 1989 was Cold War, 42 of the crew died.

That was 11 years before the "**Kursk**" disaster. Today, 10 years after, Russian and Norway are much better prepared for rescue cooperation in the Barents Sea. Over the latest decade, the head command of the Russian Northern fleet has built good relations with the Norwegian military operational headquarters. Especially, the joint bi-annual exercises named Barents Rescue have been successfully. Last fall, Barents Rescue 2009 took place in Murmansk. This are exercises with practical approaches, where civilian and military personnel on both sides of the border learn to

cooperate across different languages, culture, structures and history. Sweden and Finland also participate in the Barents Rescue exercises.

Also, in 2008 the Royal Norwegian Navy and the Russian Navy created history by completing a simulated rescue of submariners from a Norwegian submarine by a Russian rescue vehicle. The submarine rescue exercise took place outside the southern coast of Norway.

We in BarentsObserver can only praise all such joint military and civilian rescue exercises. This is not only with focus on the submarine activities in the Barents Sea. Both Norway and Russia are key players in the increasing shipping activities in the Arctic. With the ongoing climate changes and the retreating of the Arctic sea ice, we just don't have time not to join rescue forces in the north.

Another disturbing fact that we need to mention ten years after the "Kursk" disaster is the increasing numbers of Russian nuclear powered submarines that are in line to be put on sea over the next two decades. Last year, "Yury Dolgoruky" started its first sea trials. She is the first new nuclear-powered submarine designed to carry intercontinental missiles put on sea since the last Delta-IV class submarine was taken into use by the Northern fleet in 1992. Several others of the same Borey-class are under construction at the Sevmash yard in Severodvinsk.

Also at this White Sea naval yard, a new generation of multi-purpose submarines is under construction. Like "Kursk", they will carry long-range cruise missiles. The first one was launched in mid-June this year. President Dmitri Medvedev was present in Severodvinsk when the submarine was put on water. Also last summer, Medvedev visited Severodvinsk when "**Yury Dolgoruky**" sailed out in the White Sea for the first time. The President then said:

" Within 2020 we will have obtained building the core of Russia's new naval forces [...] Our new submarines will be equipped with modern weapons, they will be able to meet competition and they have to match or exceed their foreign counterparts. "

Yes, we have heard it before. In 1989, "**Komsomolets**" was sent to sea from its base on the Kola Peninsula after Moscow's need to show the Americans that they had a weapon that could go deep enough to sail undetected all across the Atlantic to the east coast of the US. Several high-ranking officers in the Northern fleet then said "Komsomolets" was not seaworthy, but couldn't resist the words from Moscow. And then, in 2000 we do remember the words of Vladimir Putin making it clear that Russian submarines again should sail the world's oceans. Then "Kursk" sank.

Let's hope that the naval engineers, not least to talk about the missile engineers, are clear about one thing: A submarine, or a missile, is nothing you put to sea following some high-ranking political words from Moscow. A nuclear powered submarine is the most advanced weapon humans ever have created. BarentsObserver underlines that the ultimate goal is a Barents Sea without nuclear weapons and nuclear-powered submarines. Until then, make sure it works before sailing it.

One of the reasons why we raise this warning is the on-going test program with the ill-fated Bulava intercontinental missile. So far, seven out of 13 missile tests have failed. The last one, in December 2009, was visible in the horizon over large parts of Northern Norway.

How big pressure isn't there on the missile engineers, when knowing that the submarine "**Yury Dolgoruky**" to carry the Bulava has been waiting for its weapons since last year? Knowing that Moscow puts most of its nuclear deterrent prestige into the Bulava missile, because it can (when it works) carry multiple warheads not possible to take down by any kind of anti-missile defense systems?

Let us see no more catastrophes with nuclear powered submarines. **Source : BarentsObserver**

Planned Bulava launch postponed



Russian military has once again postponed the test launch of the ill-fated Bulava intercontinental ballistic missile (ICBM), a navy source says. The first test launch since the development program was halted in December 2009 was to take place this week. This year's first test launch was planned to take place in the period August 9-12, but has been postponed at least two weeks, Gazeta.ru reports, citing a navy source. No reason for the postponement was given.

Out of 13 test launches so far, 7 have failed. The test program was interrupted in December 2009, after yet another failed launch of the missile. This time, people in large areas of Northern Norway became witnesses to the missile exploding in the sky.

After the last failure a state investigation commission was set up to investigate the numerous failed Bulava launches. In June it presented its conclusions, recommending that the tests should be resumed.

It has earlier been said that at one missile would this summer be launched from Russia's newest 4th generation strategic nuclear powered submarine **Yury Dolgoruky**. This sub is still undergoing sea trials in Arctic waters and recently returned to Sevmash shipyard in Severodvinsk outside Arkhangelsk after another round of sea trials, Sevmash' web site reads. "**Yury Dolgoruky**" is planned to head for sea again in a few days.

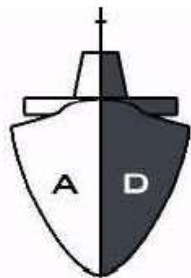


Russia has only one submarine capable of launching Bulava missiles, the modified Typhoon class "**Dmitry Donskoy**".

Source : BarentsObserver

SHIPYARD NEWS

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Indonesian yards to boost Pertamina fleet

Indonesian oil and gas firm PT Pertamina has signed contracts with domestic shipyards worth an estimated \$102m for the construction of six tankers. The tenders, which were announced three months ago, were secured by Dok dan Perkapalan Surabaya , PAL Indonesia, Daya Radar Utama and the Dumas Tanjung Perak Shipyard. The vessels are all

scheduled to complete construction by 2012. According to the Jakarta Post, PAL won a contract to build two 17,000dwt vessels worth around \$49m, while DPS will build a 6,500dwt vessel with an investment of around \$14.5m. DRU and Dumas won contracts to build 3,500dwt vessels with investments of around \$12.8m for each vessel. Pertamina is also slated to order another 3,500dwt vessel at the same price, that is likely to be awarded to either DRU or Dumas. Pertamina currently operates 170 tankers and expects to get 47 more tankers by 2014. In January, the company said it planned to buy 12 tankers at a total cost of \$333m this year. **Source: seatradeasia**

Makati speeds up dredging of Manila's waterways

The Philippine Daily Enquirer says the Makati government has stepped up the dredging of major creeks and waterways in Manila in light of the onset of the rainy season. According to city engineer Nelson Morales, Mayor Jejomar Erwin Binay Jr. has directed the Department of Engineering and Public Works and Department of Environmental Services, to speed up the removal of garbage clogging waterways to improve the city's flood control system and prevent water-borne diseases.

"We need to speed up our operations to clear up all the creeks, drainages and other vital waterways in the city's barangays with the onset of the rainy season," Morales said. He added that they were also ordered to focus on better flood management to achieve faster receding time for floods in the streets, since stagnant flood waters can give rise to the spread of dengue, leptospirosis and other water-borne diseases. Morales said priority for dredging operations has been given to low-lying areas such as Barangays San Antonio, Pio del Pilar, La Paz, Kasilawan, Tejeros and San Isidro. The DEPW and DES started the dredging in January, and have continuously monitored all the creeks identified within the boundaries of Makati.

Among those being monitored are the creeks of Amorsolo, Maricaban, Medina, PNR and Makati Diversion Channel, and Barangays Singkamas, Kasilawan and Carmona in District I, and Maya and Charlie creeks and Barangay Rizal in District II.

They are also monitoring creeks in District I, including Zanzibar, Camachile, Calatagan and Bangkal, and creeks in District II including Zyris, Paloma, Target Range, and 21st Avenue. "The city government has decided to make the dredging operations a year-round activity to ensure that the creeks and other vital waterways in Makati are placed under constant and close monitoring," Morales said. "We have also asked Metropolitan Manila Development Authority and other local governments units to help in our operations especially on the creeks located within the boundaries of Makati and its neighboring localities," Morales said. **Source : Dredging News Online**



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Hyundai delivers Caper

The Hamburg-based shipping company E.R. Schiffahrt recently received its tenth and final Capesize bulk carrier from Hyundai Heavy Industries.



The **E.R. Borneo**, an earlier sistership to the **E.R. Bayern**

The 180,000 dwt newbuilding was named **E.R. Bayern** and measures 292m long, 45m wide, has an 18m draught and a service speed of 15.3 knots. The E.R. Bayern is the last in a series of ten ships which have been delivered to E.R. Schifffahrt over the past six months. On its maiden voyage, the new bulk carrier will sail from Korea to Port Hedland in Australia. **Source : The Motorship**

STX Norway Offshore to build two Anchor Handling Tug Supply vessels in Brazil

STX Norway Offshore has through its subsidiary STX Brazil Offshore entered into two new contracts for Norskan Offshore for the building of two Anchor Handling Tug Supply (AHTS) of AH 11 design. The vessels are scheduled for delivery in 2012 and 2013.

These vessels are the first of the new AH 11 design from STX Norway Offshore Design in Ålesund, designed with special focus on deep water operations.

Roy Reite, President in STX Norway Offshore, says: "Since we established our operation in Brazil, we have built and signed contracts for more than forty vessels dedicated for the Brazilian market. We appreciate that our client Norskan again obtains charter parties with Petrobras based on our innovative designs."

Norskan Offshore is a subsidiary of DOF ASA. Norskan has been awarded four eight years contracts with Petrobras for large AHTS vessels. Two of the charter contracts are for vessels under construction at our yard of AH 12 design, and two of the contracts are based on our new AH 11 design. The vessels will be built at STX Brazil Offshore in Niteroi, Brazil. **Source : STX**

End of an era for Tasmanian shipyard

West Australian based shipbuilder, Austal, is closing its shipyards in southern Tasmania a month earlier than expected. Austal told its 116 workers at its Margate facility three months ago that it would be closing in September, after its last contract was completed.

The two 41m ferries are being loaded on a lifting-ship at Hobart's Princes Wharf bound for Trinidad and Tobago. Austal's Andrew Bellamy says construction was finished ahead of schedule. "It is unfortunately the end of Austal in Margate," he said. "The equipment has been in the processes of being consolidated and packed up over the last few weeks and now the work has finished the yard will close."

Earlier this year, Austal blamed the global financial crisis and falling demand for the decision to close, saying the market has changed to favour smaller ships which are built more efficiently at its Western Australian shipyard.

Source : The Motorship



ITC's **BLUSTER** seen off Curacao

Photo : Kees Bustraen – <http://community.webshots.com/user/cornelis224> (c)

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The **NS ARCTIC** seen arriving in Hamburg assisted by the KOTUG tugs **RT ROB**, **RT ZOE** and **ZP CHANDON**
Photo : Bas van Hoorn (c)

Genco Shipping & Trading Limited Takes Delivery of Two Supramax Vessels

Genco Pyrenees and Genco Normandy to Commence Time Charters

Genco Shipping & Trading Limited announced that it has taken delivery of the **Genco Pyrenees**, a 2010-built Supramax vessel, and the **Genco Normandy**, a 2007-built Supramax vessel. The **Genco Pyrenees** and the **Genco Normandy** are the third and fourth vessels, respectively, to be delivered to the Company under Genco's agreement previously announced on June 25, 2010 to acquire 13 Supramax vessels from Setaf SAS, a wholly owned subsidiary of Bourbon SA.

The **Genco Pyrenees** is expected to be delivered to its charterer, Setaf Saget SAS, on or about August 12, 2010 to commence a time charter for 11 to 13.5 months at a rate of \$19,000 per day, less a 3.75% third-party brokerage commission. The Company has also reached an agreement to enter into a time charter for the **Genco Normandy** with STX Pan Ocean UK for approximately 1.5 to 4 months at a rate of \$20,000 per day, less a 5% third party brokerage commission. The time charter for the Genco Normandy is expected to commence on or about August 12, 2010 and is subject to the completion of definitive documentation.

The Company used its available cash to pay the remaining balance of \$32.13 million for the **Genco Pyrenees** and \$27.0 million for the **Genco Normandy**. On July 16, 2010, the Company entered into a commitment letter for a \$253 million senior secured term loan facility and, upon the closing of this credit facility, intends to use the credit facility to refund a total of \$38 million associated with the purchase of these vessels to the Company

Crowley Articulated Tug Barge (ATB) Innovation/650-9

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 225

Crowley Maritime Corporation yesterday christened the ninth in a series of 10 new 185,000 barrel ATBs at the VT Halter Marine shipyard in Pascagoula. The **Innovation** and **barge 650-9** will be chartered to Chevron, to safely transport petroleum products throughout the Gulf of Mexico.

During the Tuesday morning ceremony, Joan Pennella, wife of Crowley Vice Chairman and Executive Vice President Bill Pennella, christened the 10,728-horsepower tug **Innovation**; while Lynn Brewer, wife of Burl Brewer, Chevron operations scheduler, christened **650-9**.

The newest ATB, designed by Crowley's vessel construction and naval architecture group and built by VT Halter Marine in Mississippi, will be operated by Crowley for Chevron under a time charter agreement. Crowley already has eight, 185,000-barrel and four 155,000 barrel ATBs in the Jones Act trade. Three larger 330,000 barrel ATBs are under construction and scheduled for delivery by the end of 2012.



The new ATBs feature the latest systems technology and double-hull construction for maximum safety and reliability. Not only does the unit have the capability of transporting refined products, but it can also carry heated cargoes and easy chemicals, which require special arrangements of vents, stripping systems, pump components and tank coatings above that normally required for product carriers.

All of Crowley's ATBs are built under the ABS SafeHull program for environmental protection. This program puts the vessel design through an exhaustive review to identify structural loads and strengthen the vessel structure. The 650-Class barges are 27,000 deadweight tons, 587 feet in length, 74 feet in breadth and 40 feet in depth. The fully loaded draft is 30 feet. When coupled for operation the tug and tank vessel measure 689 feet.

There is an electric cargo pump in each of the 14 cargo tanks to assure maximum cargo integrity and segregation flexibility; two anchor windlasses and associated equipment to enable the vessel to accommodate offshore mooring operations; and a vacuum system with three retention tanks to easily handle cargo changes. There is also a dual mode inert gas system and vapor collection system for maximum safety. A layer of inert gas covers products in the tanks to make the atmosphere too lean for combustion. An enhanced mooring system features 1,000-foot Spectra-type lines on split drums with a high-speed recovery rate of 100 feet per minute.

The tugs meet all SOLAS (Safety of Life at Sea) and ABS criteria, and have a foam capable fire monitor; twin fuel-efficient diesel engines; a noise reduction package; and other upgrades to increase crew comfort. The communication and navigation equipment is among the most technologically advanced in the industry today.

"Crowley is committed to providing safe and reliable petroleum transportation in Jones Act trades," said Rob Grune, senior vice president and general manager, petroleum transportation. "Since 2002, we have introduced 13 new U.S.-built ATB vessels to meet customer needs, which equates to over two million barrels of capacity."



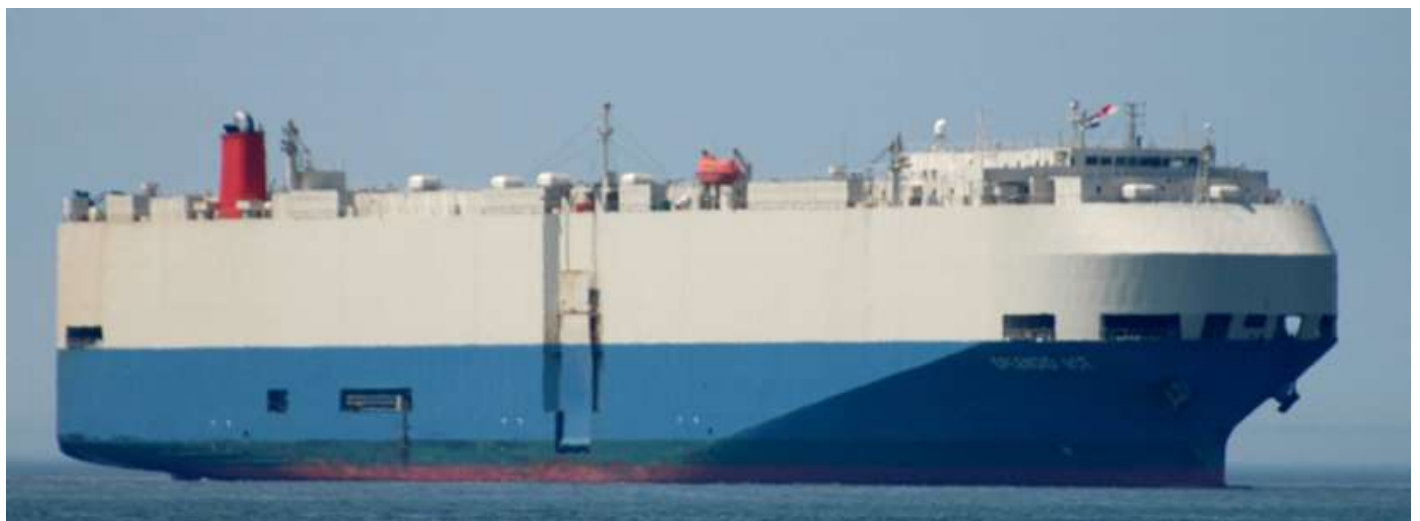


Finnish owned **Sophia-B** built 1957 departing Naantali on 11.8.2010 after discharging grain. Bought this year from Dutch owners. - **Photo : KBrzoza (c)**

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The **SPLENDID ACE** seen at the Westerscheldt River – **Photo : Henk de Winde (c)**

Faulty breakwaters fail to reduce coastal erosion

The north and south breakwaters near old port here seem to have outlived their use after 16 long years. There is a move to redesign the breakwaters, constructed by the public works department, ostensibly due to its flaws, as the design is based on a mathematical model rather than a regular flow model.

To talk of it, there's not much of breakwater left for the purpose for which it was designed to prevent erosion of the land, accretion of sand in the channel and facilitate movement of fishing boats.

The north breakwater, 300 mts long and the south breakwater 580 mts long, are barely visible above the water surface. They should have been at least two mts above the water level. Due to non-maintenance, the top has constantly eroded resulting in sand accretion in the channel. Umesh Karkera, honorary president of the Karnataka Purse- Seiner Fishermen's Association said that since the time the breakwaters were inaugurated by the then fisheries minister Vasanth Salian, not a penny has been spent on its maintenance. He alleged that the central funds have gone back without being used, though the mandate was to spend on maintenance once in three years. Ports assistant executive engineer Sujan admits that the breakwaters have not seen maintenance after inauguration. But he rebuts that the central funds were for port development and nothing came for breakwater maintenance. He said year after year missives were sent to the governments for funds and nothing came through.

He said the breakwaters will be re-designed using Asian Development Bank funds, as the Pune-based Central Water Power Research Stations (CWPRS) Technical Expert Committee says the breakwater has been designed unscientifically on mathematical model. "It should be according to regular flow model developed by CWPRS, which is laboratory generated based on current flow," said Sujan. According to this model, both breakwaters should be reduced by 150 mts from seaward side and the south breakwater should have a bend towards the channel, after reduction. This will serve the purpose, for which a breakwater is built, according to TEC, said Sujan. **Source :** timesofindia.indiatimes.com



The new LNG terminal at the Papegaaiebek seen under construction at Rotterdam-Maasvlakte
Photo : Piet Sinke (c)

Hamburg Sud raises West Coast-Europe rates



The **CAP GEORGE** seen departing from Antwerp - **Photo : Mike Ebel (c)**

Hamburg Sud will impose a general rate increase on Sept. 1 on all cargo moving from the West Coasts of the U.S. and Canada to Europe. Tariff cargo as well as cargo moving under existing service contracts will be increased by \$150 per 20-foot equivalent container unit and \$300 per 40-foot equivalent container unit. **Source: joc.com**

Ship demolition activity plunges in July, as do new building orders

A total of 54 vessels were reported to have headed to the scrap yards equaling to a total deadweight of 1.787.428 tons, indicating a negative monthly change of 31.6%, a report from Golden Destiny said. In July 2009, 57 vessels reported to have headed to the scrap yards equaling to a total deadweight of 1.409.442 tons with containers holding 52.6% of the market in terms of reported number of demolition transactions. Despite the record low levels of the BDI during July 2010, the bulk carrier sector has recorded a small positive monthly change of 12.5% in terms of reported number of transactions "Tankers and liners are holding the largest share of the demolition market, 24% and 22.2% respectively while bulk carriers just 16.6%. The weak freight market for large bulk carriers led to the demolition of three capesize vessels for around \$385-\$400/ldt in India.

Scrap rates at the end of July are ranging at higher levels although Bangladesh market continues to be inactive. Demo countries are paying \$340-\$405/ldt for dry and \$365-\$440/ldt for wet cargo with Pakistan offering the highest scrap rates. An anticipation that the recycling yards in Chittagong will open up again soon has helped push levels will above \$400/ldt. China is not competitive at all at the moment and in most cases demolition candidates open in China are better off ballasting to Alang or Karachi. In July 2009, Bangladesh was the most competitive market offering firm prices, \$260/ldt for dry and \$340/ldt for wet cargo while India was experiencing the biggest drops in its scrap rates due to steady falls in steel prices, offering \$250/ldt for dry and \$270/ldt for wet cargo" the Piraeus-based shipbroker said.

In a separate report, Clarksons commented on the lull activity in terms of newbuilding orders. "With yards now preparing for their annual summer vacations, which for the majority will commence from the start of next week, as well as the majority of the owning community also now firmly in holiday mode - the newbuilding market is essentially suspended. We have witnessed a cooling of appetite from both buyers and sellers over the last few weeks, as the bid offer spread continues to widen and set the market up for a potential period of stalemate as we move into the third quarter of 2010.

However, pockets of capacity remain in both major Korean and Chinese shipyards and it is likely that yards will look to focus on developing this capacity for focused or niche sectors going forward - This does not however translate into a broad level of sector competitiveness and essentially our anticipation is that values will hold firm for the time being.

In terms of reported business - In Dry, Daiichi Chuo Kisen Kaisha are reported to have contracted 4 x 32,000dwt Handysize BC's at Hakodate Dock with the vessels due to be delivered in 2H 2013 and early 2014. Blue Planet Shipping have ordered 2 x 180,000dwt Capesizes at Jiangsu Eastern to be delivered December 2011 and June 2012. Hudong Shipbuilding have contracted with Iolcos Hellenic to deliver 2 Panamax bulkers in 4Q 2012 and Bohai have signed with a China Shipping to construct 4 x 45,000 dwt bulk carriers all of which to be delivered in 2012. Finally in dry, Rongsheng have signed with a domestic buyer to build 6 x 76,000dwt Panamax BC's which will be delivered in 2012 and 2013.

In other sectors, it has been reported that Thenamaris have now ordered 2 x Suezmax tankers at Rongsheng for delivery in 2012 whilst Anthony Veder has placed an order for three 6,500 cbm ethylene Vessels at Dingheng Jiangsu Shipyard in China, deliveries starting end 2011 onwards. To end, DSME have received an order from COTUNAV for a 3,200 passengers Night Car Ferry to be delivered in 1H 2012, with the price for this being reported at USD 261 Million" the report said. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

Port of Rotterdam throughput back on track



The **MAERSK JEFFERSON** seen in Rotterdam-Waalhaven - **Photo : Marijn van Hoorn (c)**

In the first half of 2010, 213 million tonnes of cargo were handled, 14.8% up on the same period of 2009. Outgoing trade rose by 15% to 62 million tonnes, incoming by 14.7% to 150 million tonnes. The handling of bulk cargo increased by 14.3%, to 146 million tonnes. General cargo was 15.7% up, at 66 million tonnes. Agribulk and coal throughput were both down, by 20% and 1% respectively. All other types of cargo were in the black: ores and scrap (+150%), other dry bulk (+36%), crude oil (+3%), mineral oil product (+8%), other liquid bulk (+7%), roll on/roll off (+2%), other general cargo (+21%) and containers (+18%). In numbers, container throughput rose by 18% to 5.4 million TEU (20-foot units).

Hans Smits, Port of Rotterdam Authority CEO: "The growth sectors of the past six months were containers and iron ore, and also mineral oil products in the first quarter. Rotterdam is benefiting greatly from the upturn in world trade, especially that involving China and Germany. Total throughput is now more or less back to the 2008 level. In the second half of the year, the growth in throughput tends to decline. For the year as a whole, the increase is expected to be in the region of 10%. It will be exciting to see whether or not the port can make up for the losses of 2009 in just one year".

Dry bulk

The total for dry bulk increased by 45% to 42 million tonnes. Agribulk (grains, seeds, animal feeds) throughput continues to fall, by almost 1 million tonnes, due to the use of European raw materials, such as rapeseed, rather than those from overseas. Demand for agribulk / foodstuffs is affected more by harvests than the economic situation.

Almost the same quantity of coal (-1% to 12 million tonnes) was handled. There was a very positive trend in the transshipment of coke coal for the steel industry. The quantity of coal imported for energy production was lower than expected, but it did start to rally in the second quarter. The forecast for the second half of the year is positive: over 2010 as a whole, the German coal sector expects to import almost 6% more. The transshipment of ores and scrap exploded, up by 150% to almost 21 million tonnes. Thyssen-Krupp, Rotterdam's main ore customer, is running at almost full capacity again. The sharp increase in imports in Belgium, Luxembourg and France is also an indication of good business at Arcelor. The handling of other dry bulk (mainly minerals for the production of glass, paper, steel and chemicals) rose by 36%, to close on 8 million tonnes. Demand for industrial raw materials in the EU has increased rapidly and strongly. The German automotive and machine industry acts as a boost here. Demand from the construction sector is lagging behind.

Liquid bulk

The total for liquid bulk was 5% higher, at 104 million tonnes. Imports of crude oil rose by almost 3% to 50 million tonnes. This is a better result than could have been expected on the basis of the moderate refining margin for Northwest Europe. The throughput of mineral oil products increased by 8%, to over 38 million tonnes. In the first three months, a lot of (trading) products from storage tankers were still brought ashore. This effect clearly declined in the second quarter. There was no great difference between short and longer term prices. This weak contango is also expected to dominate the rest of the year. Thanks to the good weather, there were more ship to ship transfers in the North Sea, rather than the Caland Canal. Other liquid bulk (chemical basic products, vegetable oils and fats, fruit juices) was 7% up, to almost 16 million tonnes, due to the recovery in chemical production. The handling of vegetable oils remained stable. New tank capacity in the Europoort boosted imports of bioethanol.

General cargo

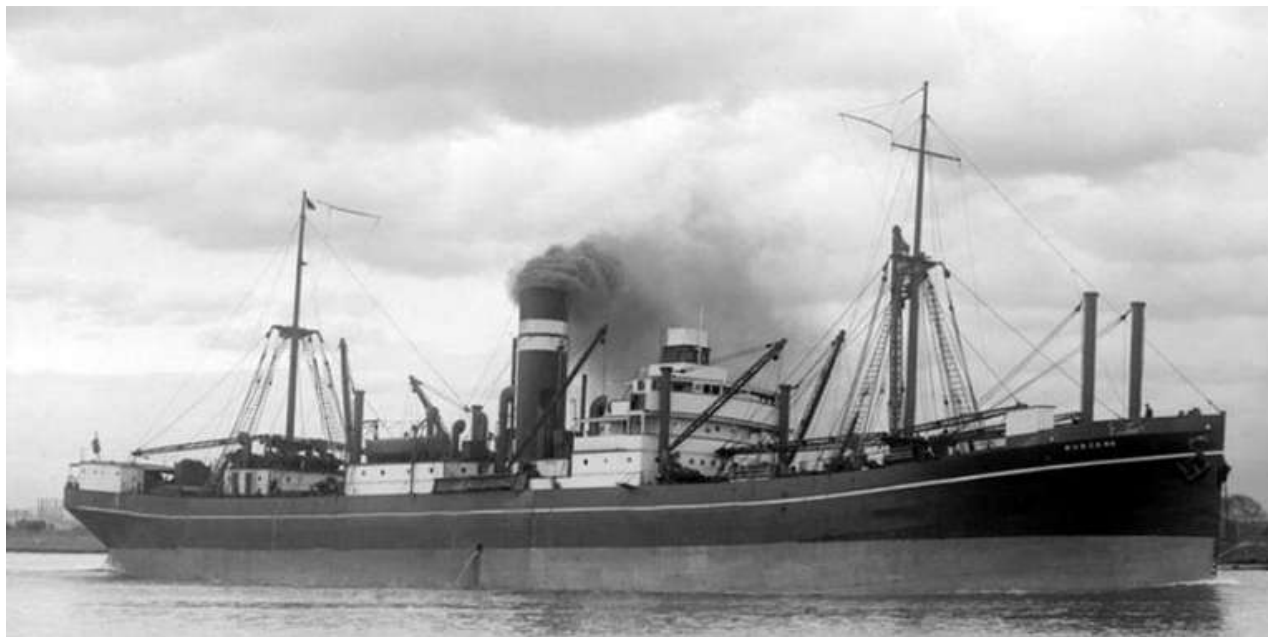
The general cargo sector enjoyed a good first six months, with an increase in throughput of 9 million tonnes (+16%) to 66 million. Both incoming and outgoing containers rose by double figures. In terms of weight, throughput was up by 18% to 55 million tonnes, in numbers also by 18%, to 4.6 million TEU (+ 812,000). The tempo of the first quarter slowed down slightly, but the driving forces remained Asia, in particular China, and Europe, especially the Baltic area. There is also a substantial increase in traffic with Great Britain, due to the tentative recovery of the British economy. Roll-on / roll-off transport is also benefiting from this, up 2% at 8 million tonnes. In the second half of the year, increased capacity at Stena Line could have a positive impact on throughput. There was a sharp increase in the handling of other general cargo, up 21% (+0.6 million tonnes). The sector did better than elsewhere. Steel throughput, which accounts for almost half of general cargo throughput, did particularly well.

REQUEST FROM A READER

Good day. Capt Leo is wondering if one of the readers is having an old photo of either the **Export Champion** or **Export Challenger** of Farrell Lines ? These were old 'boom ship steamers' that were built somewhere around the early 60s and were laid up permanently in the late 80s.

Capt Leo McDonough - Leo.McDonough@titansalvage.com

OLDIE – FROM THE SHOEBOX



Above seen the 1920 built Australian **MUNGANA** (3351 grt), the general cargo vessel was built at the Walsh Island Newcastle in the State Dockyard for the Australian Government's Commonwealth Government line as the **Eurelia**. Sold 1926 to AUSN Co renamed **Mungana**. Served WW2. Sold January 1951 for scrapping purposes and duly scrapped at Hong Kong

Information supplied by John E. Hoskin www.flotilla-australia.com/

Photo Credits: Unknown Source - coll. Gordy Ross

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.... PHOTO OF THE DAY



The **RT SPIRIT** seen assisting the large (325 mtr) bulker **FAITH N** in Rotterdam-Europoort
Photo : Rik van Marle (c)